

## CLAIMS

1. Method for the operation of a drive train for powering a mobile vehicle with a drive engine, which on the one hand, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving the propulsion drive, and on the other hand powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine and the turbine rotor (4) is connected to the step-down transmission (5), characterized in that the clutch (2) is regulated in such manner that regardless of the drive engine speed, the actual speed of the mobile vehicle corresponds to a specified speed.

2. Method for the operation of a drive train for driving a mobile vehicle with a drive engine, which on the one hand, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving the propulsion drive, and on the other hand powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine, characterized in that the clutch (2) is regulated in such manner that regardless of the drive engine speed, the actual torque of the turbine rotor (4) does not exceed a predefined, specified torque.

3. Method for the operation of a drive train according to claim 1, characterized in that in thrust operation a service brake is actuated when the specified speed is exceeded.

4. Method for the operation of a drive train according to claim 1, characterized in that the service brake is actuated in such manner that the actual speed corresponds to the specified speed.

5. Method for the operation of a drive train according to claim 1, characterized in that the clutch (2) is regulated as a function of the speed of the drive engine and the difference between the actual speed and the specified speed.

6. Method for the operation of a drive train according to claim 1, characterized in that the clutch (2) is regulated as a function of the speed of the

drive engine and the difference between the actual torque and the specified torque.

7. Method for the operation of a drive train according to claims 1 or 2, characterized in that the clutch (2) is located inside a converter housing (1), and is cooled by the liquid present therein.

8. Method for the operation of a drive train according to claim 1, characterized in that the speed can be specified by means of a driving pedal (12).

9. Method for the operation of a drive train according to claim 1, characterized in that the clutch (2) can be actuated by an electronic control unit (7) and a proportional valve (16).

10. Method for the operation of a drive train according to claims 1 or 2, characterized in that the clutch (2) is actuated by an actuation pressure which is adjusted as a function of an actual pressure inside the converter housing (1).

11. Method for the operation of a drive train according to claims 1 or 2, characterized in that the clutch is located outside the converter housing and is cooled by a coolant liquid.